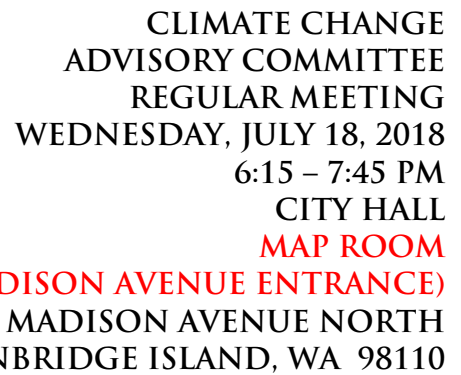




Members:	Angela Adams	Michelle McClure
	Derik Broekhoff	Nora Ferm Nickum
	Lara Hansen (Co-Chair)	Deborah Rudnick
	Gary Lagerloef	James Rufo-Hill (Co-Chair)
	David McCaughey	

6:15 Call to Order
Approve June 20, 2018 Minutes

6:30 New and Developing Business

- ## 7:30 Old Business – Updates

- ## 7:40 Other Business

- 7:45 Adjourn

MINUTES

Present: Committee members Derik Broekhoff, Lara Hansen, Gary Lagerloef, David McCaughey, Nora Ferm Nickum, Jane Rein, Deborah Rudnick, James Rufo-Hill; Council Liaison Joe Deets

Absent: Angela Adams

Public: Michelle McClure

The meeting was called to order at 6:17 pm.

There was no public comment.

Minutes from the previous meeting (April 18, 2018) were approved.

Derik Broekhoff and Gary Lagerloef have been re-appointed to the Committee.

Jane Rein is likely to be named to the City's Design Review Board and, in that case, would leave this Committee. Michelle McClure would take Jane Rein's spot.

Report-Outs from Subcommittees

- Waste subcommittee: There was a brief discussion about a proposed biodigester for the island as well as some anticipated changes to what is accepted for recycling.
- Transportation subcommittee: Jane gave a brief readout from a conversation with Washington State Ferries about their plans for hybrid ferries. Deb reported that she had reviewed the 2016 island-wide transportation plan to see where climate change is being addressed and where it is not.
- Electrical generation subcommittee: No updates.
- Adaptation subcommittee: Lara recently gave Jennifer Sutton a preliminary version of the climate adaptation certification to share with the Planning Department for feedback; later this summer, they will test it out on a few projects.

Review of Greenhouse Gas Inventory Proposals

- The City received 6 proposals.
- The Committee discussed the strengths and weaknesses of the proposals against the criteria in the RFP. The Committee will report back to the City on which three proposals rose to the top, per the City's request.

The meeting was adjourned at 7:55 pm.

Synopsis and Review of 2016 Bainbridge Island-wide Transportation Plan

Reviewed by Deborah Rudnick 04.30.2018

Some overall comments about this plan:

- Pleased to note that there is a very comprehensive and thoughtful treatment of non-motorized transportation and the various safety, maintenance and accessibility issues that are associated with making these improvements. While I would say this plan falls short of upending the conventional approach of SOV primacy, there is a lot to be a fan of in here in terms of the promotion of non-motorized planning.
- There is basically no mention of greenhouse gas emissions or reductions as a metric or as a goal. It's disappointing to see these issues not even really raised, but obviously it is also hard to do anything substantive or quantifiable with the issue in the absence of data. With the creation of the inventory, hopefully the next iteration of this plan will incorporate that information, and even before that update, hopefully we can work with the multimodal committee and the city so that they can start using that data in their planning and goals.
- I am concerned by some of the lack of clarity around what the purpose and functions of roadside vegetation are and how building vegetation into transportation planning can be useful if not integral for several purposes including but not limited to aesthetics. I am not convinced that the City via this plan is fully recognizing or at least is not articulating these functions. Related to this is a lack of integrating LID techniques more fully into the plan; they are somewhat siloed in their discussion. Please see further comments on this topic below.

Chapter I: Introduction

- Provides an overview of the plan, including the purpose to “provide the technical data and analysis to facilitate transportation planning and to aid in implementation of the Transportation Element of the Comprehensive Plan.” It also includes information which addresses Growth Management Act requirements for transportation planning.
- Plan was last updated in 2004. Does not give a timeline for future updates.

Chapter 2 Sustainability

- Begins with a statement about the “relationship between transportation system elements and the character of community, livability, public health and the environment.” Interesting to note that this isn’t exactly the three-legged stool of Sustainability as it does not include the economic or equity impacts of the transportation plan- though both economics in terms of the importance of transportation to work commutes, and equity in terms of accessibility to those with limited mobility or less expensive forms of transit (public, non-motorized) are addressed here. I think this is mostly a problem of poor word choice in not clearly defining what this plan means when it says Sustainability and a better up-front definition could really help connect the dots.
- Some important statements about non-motorized transit and its capacity for improving accessibility and reducing vehicle use: “Poor quality or nonexistent bicycle and pedestrian facilities can be a deterrent to residents walking or bicycling for transportation, connecting to transit, traveling to schools and parks, as well as for recreational purposes... infrastructure for active transportation also reduces the need for parking, which in turn improves walkability and bikeability, and access to transit by encouraging more compact development.”
- “Transportation is a significant contributor to climate change as it accounts for a high percentage of greenhouse gas emissions.” I note this is one of the few mentions I could find of emissions or the carbon footprint of transportation in this entire plan. If there is intention to update this plan, an increased focus on the importance of this impact by addressing it throughout the plan would be an important update. Our GHG inventory should make it possible to integrate ongoing data about the contributions of this sector to the Island’s carbon footprint. Its notable that there are no articulated statements about what emissions reduction planning could or should look like: truly it can- and arguably should- be a framework and a lens through which the entire IWTP is looked at, but its decidedly missing.
- There is a decent treatment of the impacts of transportation on “community character”. There is a series of goals listed that addresses “scenic resources and habitat protection”. It’s unclear why the ecological functions of native veg are being lumped in here, and I would suggest the emphasis on retaining native forest community and understory seems to be more focused on aesthetic characteristics than the ecosystem services that are provided by proper management of bordering vegetation, and that the discussion is all over the place with respect to the services of this vegetation which include “screening” “view-shed” “wildlife corridor” “reduce stormwater impacts” but

lacking any sort of deeper discussion about HOW native veg serves these purposes, its left a bit to the readers imagination to make the connections. This would also be a place to talk about how adaptation to climate change will include preparing for larger storm events and that native veg is going to play a critical role in that.

- Later when we get to the “environment” section, we revisit some of these ideas about native vegetation, and expand on LID and stormwater treatment alternatives. Almost nowhere in the rest of this document does planning for LID or native veg retention come back into the discussion of transportation improvements or the development of non-motorized facilities; this is a weakness in the plan, for it silos LID without integrating it fully into the recommendations and discussion of opportunities for improvement. For example, in discussing roundabouts that may be opportunities for traffic management, why are we not discussing integrating LID features into the roundabout? If we are talking about separated paths for non-motorized transportation, there should be specific links back to this chapter’s ideas for integrating LID into separated paths and facilities. This is a missed opportunity and hopefully does not signal that the plan is lip-servicing the stormwater management and native soil/veg retention opportunities. Also, it’s incredibly surprising that nowhere in the discussion of the “environment and its relation to transportation” is there an acknowledgement of the role of transportation infrastructure in contributing to greenhouse gas emissions- the impacts on “regional air quality” is as far as it goes.
- I am surprised not to see any discussion here or elsewhere in the plan any discussion of EV infrastructure.

Chapter 3: Operations and Mobility

- Mobility: a measure of how well vehicles can get around on the roadway system- the opposite of congestion (to my ear this reads as “how quickly can we move your SOV from point A to point B- but perhaps I am being unfairly critical 😊). Notably this chapter states right up front that it is focused only on the roadway system, and that non-motorized, bus transit and ferry systems are addressed in Chapters 6 and 7.
- The chapter focuses largely on a Level of Service (LOS) rating system that goes from A, free flow with little or no delay, to F, over capacity with extreme delays at intersections, with ratings measured as a ratio of traffic volume and capacity ($A < 0.6$, $F > 1.0$) and intersectional ratings based on delay in seconds per vehicle ($A = 0$ to 10 s, $F =$ greater than 80 s for signalized delay).

- Minimum acceptable LOS standards are generally C or D, with lower grades considered failing LOS. Current LOS on 305 north of HS Road does not meet minimum standards (they are rated E or F). LOS for 305 is expected to continue to decline without mitigating efforts. Outside of 305, few failing LOS are currently found. However, notable areas of concern, which are expected to grow worse, are also found at Madison and Wyatt, Eagle Harbor Rd at Blakely (*note a candidate for sea level rise issues as well, though this is not mentioned in the IWTP*) and on Miller between New Brooklyn and Arrow Pt. Interestingly, the latter two points of concern are only suggested for mitigation with shoulder widening for non-motorized users. At Madison and Wyatt a roundabout is suggested.
- Right in the middle of this chapter there is a segue to discussing the WSDOT ferry travel survey- presumably because it impacts roadway mobility significantly. The survey results show several changes between 2006 and 2013, with an increase in older riders (>64 8% in 2006, 17% in 2013), a slight increase in telecommuting (20 to 25%) and an increase in recreation and shopping trips with a concomitant decrease in work and school-related trips. One in three riders originated from or were heading for off-island locations.
- Access management- the control of the number and location of access points along a roadway to provide property access and maximize safety and road operations- is considered a major issue on 305, particularly north of hidden cove road. The potential for conflict points, where vehicles cross paths, is high and mitigating features such as turn medians and signals are limited. Several areas are highlighted as deserving of further study and mitigation, including Phelps Rd, Reitan Rd, and Agate Beach Lane.

Chapter 4: SR305

- This chapter focuses closely on level of service issues for 305. There are some important potential intersections with issues that intersect with climate mitigation and adaptation, including:
 - o Discussion of the Sound to Olympic trail and intra- island trails as a way to address the barrier of 305 to permeability, especially if widening is considered.
 - o Bus transit and improving efficiency of and access to transit, though this doesn't go much further than saying we need to collaborate with Kitsap Transit.

- o Vegetative management: again, only discussed in terms of “preserving the natural character and screening of 305”- whereas pollutant mitigation and stormwater attenuation go unmentioned but are important components of this vegetation.
- Interim and long-term recommendations for LOS failures are recommended, and for interim improvements there are multiple references to advocacy for the STO, paved shoulders for biking/walking, and improved non-vehicular access to bus and ferry transit including park and rides, bike parking (*is there actually any study of this underway?? Because it's a really good point- we should understand if our park and rides are meeting our needs and/or can be improved*).
- Long-term improvements are largely focused on improving intersections and limited access improvements. Interestingly, non-motorized transit improvements are markedly absent other than the call for a separated pathway (STO?).

Chapter 5: Safety and Maintenance

- This chapter focuses on several strategies to improve safety, several of which intersect with the promotion of non-motorized transit by making biking and walking safer. These elements include traffic calming, separated pathways, improving road surfaces and street lighting, and speed limit reductions. All these safety measures can reasonably be expected to lower barriers to non-motorized transit (*it's interesting to note that this benefit is not actually articulated anywhere in this chapter, and perhaps it should be stated here*).
- The maintenance section lists a number of ways in which the city can maintain safe streets and paths for vehicles and non-motorized transit alike. Regular sweeping of shoulders and other necessary maintenance is called out, and again, is quite relevant to lowering barriers to non-motorized transit. I'd like to highlight two issues relative to vegetation maintenance that are missing from the discussion:
 - o Island-wide mowing/brush cutting is mentioned, but no mention is made that indiscriminate cutting along roadways can severely damage vegetation. I cannot say how many times I have driven on 305 and other roads and seen the vegetation absolutely SHREDDed by brush cutters. If we are serious about maintaining the health and integrity of our roadside vegetation, this is an area that needs some serious attention.

- Invasive plant management: there is no mention made of the need to clear our roadside vegetation of harmful invasive species. Scotch broom is flammable; ivy compromises tree health and stability. So far this kind of work has fallen primarily on the shoulders of private citizens and nonprofits; the city can and should play an active role in mitigating these problem plants.

Chapter 6: Non- Motorized Systems

- This chapter focuses on non-motorized transport and states, “having non-motorized choices available is important to many Island residents” and “facilities for non-motorized users provide for safety, mobility, support development density, encourage healthy lifestyles, reduce impact to the environment, and ultimately provide for improved quality of life...”. *Nowhere in this list are GHG reductions mentioned, though they are perhaps implied in “reduce impact to the environment”.*
- A brief history of transportation and the growth of the ferry service and Island population is provided. Non-motorized enhancements since city incorporation in 1991 is discussed, including bicycle and trail system planning since the early 90s. The multimodal committee (then non-motorized committee) was first created in 2002. The first non-motorized transportation plan was created in 2003.
- Ferry system statistics from 2015 indicate over 3 million-foot passengers and 380,000+ cyclists rode the ferry (it is unclear if this means system wide or just Bainbridge??) Island bicycle counts support in the neighborhood of 100 to 200 bicycles per day pass the 305 and Winslow intersection, presumably most of those heading for the ferry?
- Table 2 and subsequent paragraphs identify barriers on city roads and 305 and describes a list of potential solutions/mitigations. It’s worth noting that number one on both tables 2 and 3 is the addition of a bridge to address the impermeability of the superblock of 305 between Winslow Way and high school (funding recently canceled by council). Wide shoulders and separated pathways are also emphasized. 16 different trails that may exist in some form already but may not be fully connected are reviewed in table 6-3. Table 4 lists deficiencies in sidewalks in Winslow. Table 6-5 identifies gaps and deficiencies in shoulder facilities on Island roadways.
- There is a two-page discussion of design considerations on pp 6-22 -23 that lists a number of important accessibility and ease-of-use considerations for promoting non-motorized transport., followed by sections on important maintenance considerations and the role of education and outreach.

Chapter 7 – Other Transit Systems

- This chapter largely addresses the ferry and bus transit systems. An emphasis is placed on the lack of sufficient funding and a discussion ensues of ways to address this shortfall. There is no discussion of the emissions or other environmental impacts of the ferry system, nor any issues associated with the ease and safety of bike on-offload issues though this is briefly mentioned in the section on bikes.
- The bus system is described and the emphasis on service-to-meet ferry is noted, with little capacity currently for mid-day service and no round-trip service on many routes. The report estimates about 1 out of every 6 ferry passengers that arrive on foot use Kitsap Transit. Park and ride lots seem to mostly have adequate capacity except for the American Legion park and ride, which could use additional capacity. It's not clear, however, whether any additional studies have evaluated whether adding park and rides could encourage less driving to the ferry terminal.
- Limitations and accessibility issues are reviewed, including lack of midday service, lack of adequate infrastructure and service at Island centers and in Winslow, the need for improved connectivity with buses on the Seattle side, and lack of adequate pedestrian and bike accessibility at the ferry terminal.
- The final section of this chapter addresses multimodal traffic and transportation demand management (TDM) to encourage behaviors away from SOVs and towards non-motorized and public transit. Carpools, vanpools, park and rides, ferry terminal parking restrictions, and the role of employer-based programs (only 2 employers on the island have formal commuter trip reduction plans in place).